



The Future of Alaskan Way:

Seattle Design Commission Recommendations

The Design Commission held a series of workshops in early 2005 to examine the urban design implications of replacing the Alaskan Way Viaduct and the Seawall with a tunnel, the City and State's preferred alternative. The workshops were conducted at the request of the Mayor's Office and city Viaduct staff. Through a structured series of discussions, the Commission provided direction on key design issues including the future surface street alignment, the redevelopment of Colman Dock, the future of Piers 62/63, and the configuration of a "lid" structure over the tunnel leading up to Pike Place Market.

Working with City of Seattle staff, including members of the Alaskan Way Viaduct team and CityDesign, the Design Commission crafted the following recommendations and basic guidelines for the design of a project that has the potential to transform Seattle's waterfront.

An Overview:

Each of the three workshops focused on a different segment of the Seattle's waterfront. Workshop One examined the central waterfront from Yesler Avenue to Lenora Street. Workshop Two reviewed the south segment from Yesler to Terminal 46. And Workshop Three examined the proposed "lid" over the tunnel from Union to Pine Streets and extending east from Alaskan Way to Pike Place Market.

Workshop One:

February 18, 2005

Key Recommendation

The focus of the central section of Alaskan Way should be on maximum pedestrian space and clarifying vehicular movement. A majority of the pedestrian space should be on the western, water side of the new surface street. The street-car should be a two-track system and run on the street. Details include the following:

At all three workshops, the Design Commission, city staff and area project representatives discussed future design prospects for Alaskan Way once the elevated structure is removed.



- ♦ The new surface street should be a maximum of 90-feet wide and include four traffic lanes plus the street car tracks, a pedestrian island, dedicated bicycle lanes and on-street parking.
- ♦ The public promenade on the western, water side of the street, should be a minimum 65-feet-wide, with a clearly defined walkway and room for a variety of public activities.
- ♦ The east side of the street should be from 25 to 30-feet wide to encourage the reorientation of existing buildings along Alaskan Way toward the waterfront and accommodate sidewalk cafes and other active public uses.

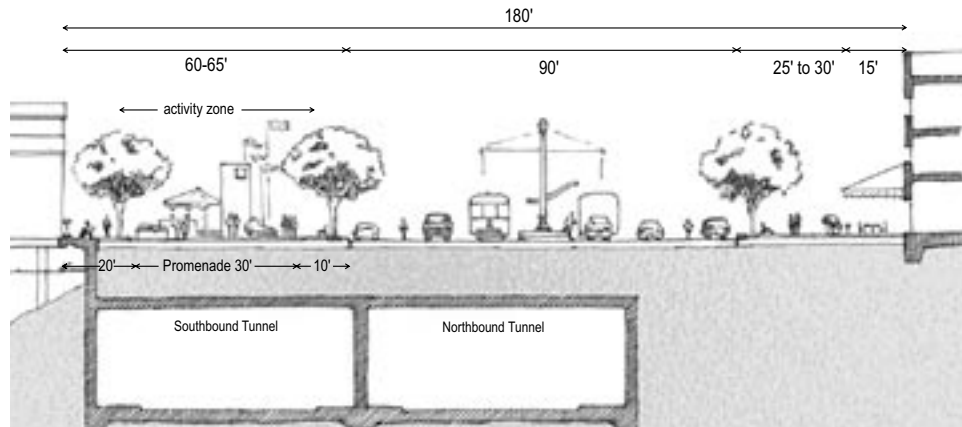
Workshop Two:

March 11, 2005

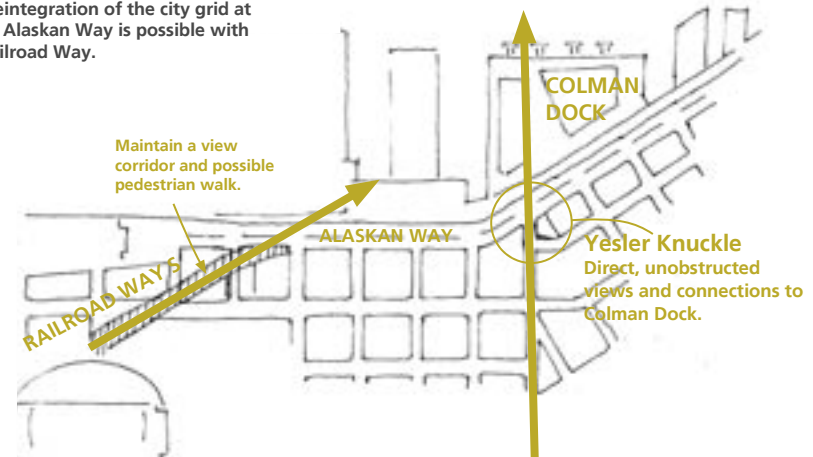
Key Recommendations

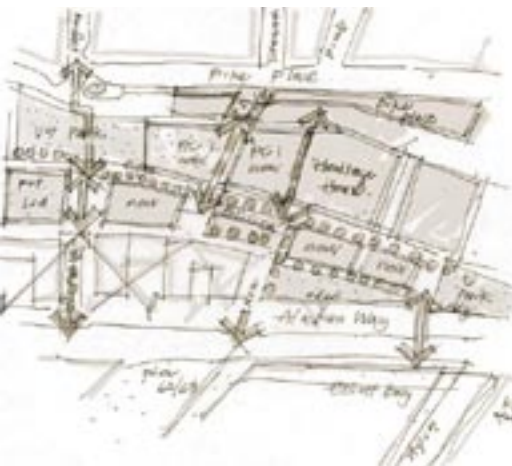
- ♦ Redesign of the "knuckle" at the intersection of Yesler, Western and Alaskan Way to facilitate pedestrian movement and provide uninterrupted views of Elliott Bay.
- ♦ Reconfigure Pier 48 to create opportunities for habitat restoration, enhanced connections to Pioneer Square and a new public space with direct access to the water's edge.
- ♦ The new Colman Dock should recognize its essential role as a multimodal transportation hub as well as its potential as an iconic presence on the waterfront. The new design should reinforce the primacy of the north-south waterfront promenade and maintain views along Alaskan Way. Two slender pedestrian bridges over Alaskan Way are preferred over one large bridge.
- ♦ Vacate Railroad Way between Alaskan Way and Occidental Street to reconnect the street grid and increase opportunities for development.

Workshop #1: Street and Right Of Way Section envisioned for Alaskan Way.



Workshop #2: Reintegration of the city grid at the south end of Alaskan Way is possible with the closure of Railroad Way.





Workshop #3: The "lid" should include many levels, platforms and smaller spaces.

land between them form a series of potential new open spaces, as well as, offer a direct link between the waterfront, Victor Steinbreuck Park and Pike Place Market. A grand civic space could be born in this location as described by the following guidelines:

- ✦ The tunnel configuration should be stacked rather than side-by-side to provide for design flexibility, the most efficient seawall solution and to minimize the construction period.
- ✦ A series of new, interconnected public spaces should be created by utilizing the new land of the "lid" and by reconfiguring Piers 62/63. Maximize "lid" coverage to the fullest extent possible at the north end adjacent to Steinbreuck Park.

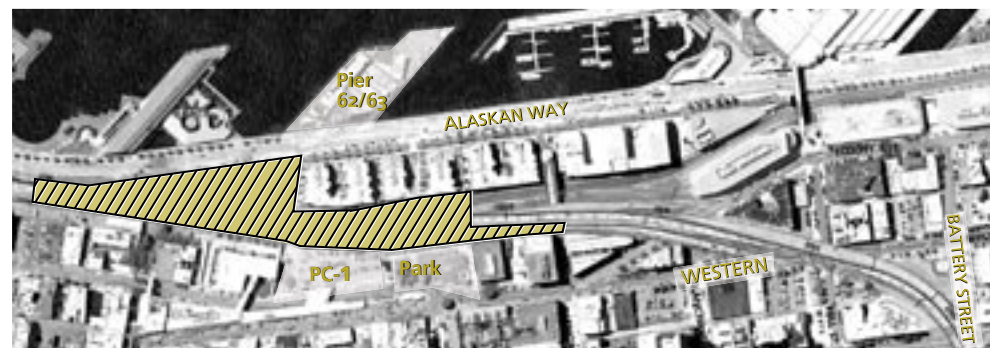
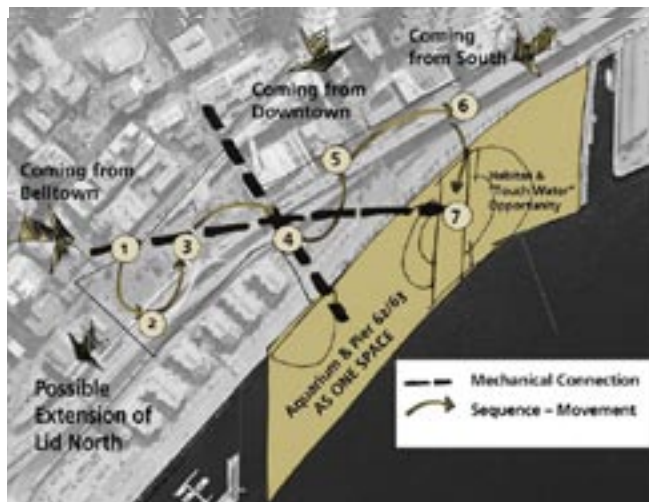
Workshop Three:

April 29, 2005

Key Recommendation

The replacement of the viaduct with a tunnel offers the opportunity to create new land without interfering with existing uses. A "lid" over the tunnel, the redistribution of the over-water coverage of Piers 62/63 and the Aquarium site, and the triangle of

Workshop #3: The "lid" provides a unique opportunity to reconnect the Market and the Waterfront.



Workshop #3: The Commission supported a double-stacked tunnel, maximizing the size of "lid" and extending the "lid" footprint north to Belltown.

- ✦ Develop a visual and physical connection between Pike Place Market, the aquarium and the waterfront. Create a seamless, accessible pedestrian experience along the "lid" with a direct route between the market and the waterfront, as well as, opportunities for meandering.
- ✦ Seize the replacement of the Viaduct as an opportunity to rethink how people interact with the marine environment and develop a clear strategy for near water habitat along the entire waterfront. Use sustainable building practices and innovative storm water treatment to celebrate a "green" approach to linking land and water.
- ✦ Maximize the development of the PC-1 site and orient it toward the new open space of the "lid." Maintain access to all properties along Alaskan Way wherever possible, including the existing garage shared by the Pike Place Market and the Aquarium.
- ✦ Consider extending the "lid" north to connect Belltown to the waterfront.

In Conclusion:

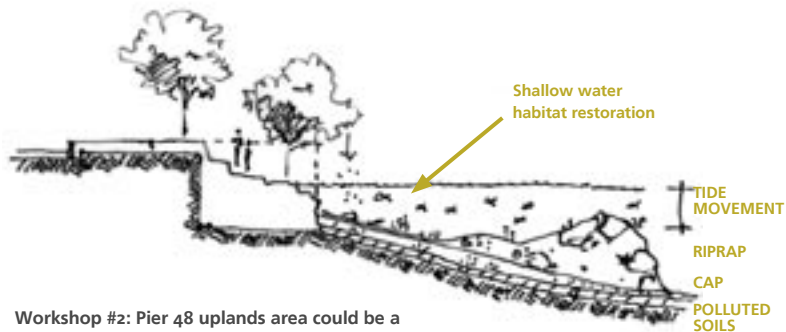
Planning and early design work on the Alaskan Way Viaduct and Seawall replacement project will proceed over the next several years. With recent state funding of \$2 billion now in place the project schedule will likely accelerate. The Design Commission believes that reviews begun in 2001 and continuing through 2004, along with these recommendations on surface street design, can help shape a project that will benefit both Seattle and the region at large.

Seattle Design Commission includes:

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CREDITS

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Workshop #2: Pier 48 uplands area could be a prime habitat area alongside Alaskan Way and the new Colman Dock.



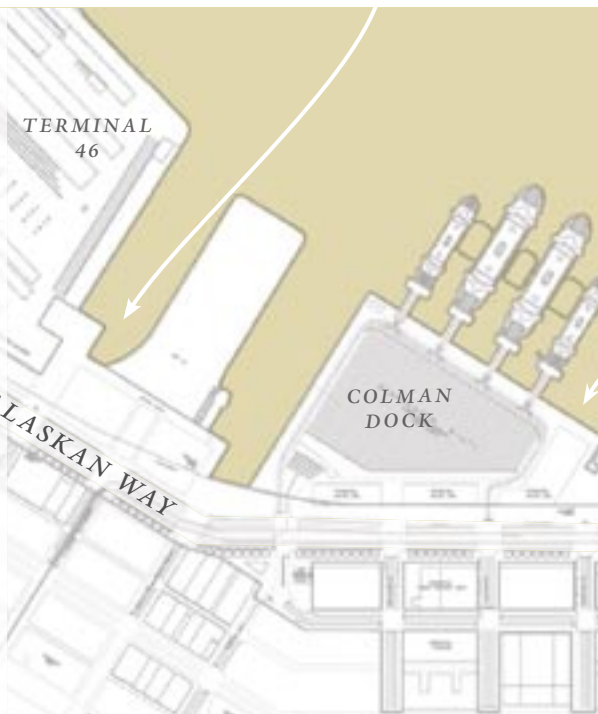
Design Commission Workshop # 2

March 11, 2005

Alaskan Way – The south segment of the waterfront from Yesler to Terminal 46.

Participants

Seattle Design Commission
Core DPD/SDOT/Parks Staff Team:
John Rahaim, Guillermo Romano,
Robert Scully, Ann Sutphin
Steve Pearce, Bob Chandler,
Layne Cubell and Kevin Stoops
DPD Staff:
Tom Iurino
Special Guests:
Tim King and Kerry Ruth, WSF
Randall Bennett, LMN/WSF



Design Commission Workshop # 1

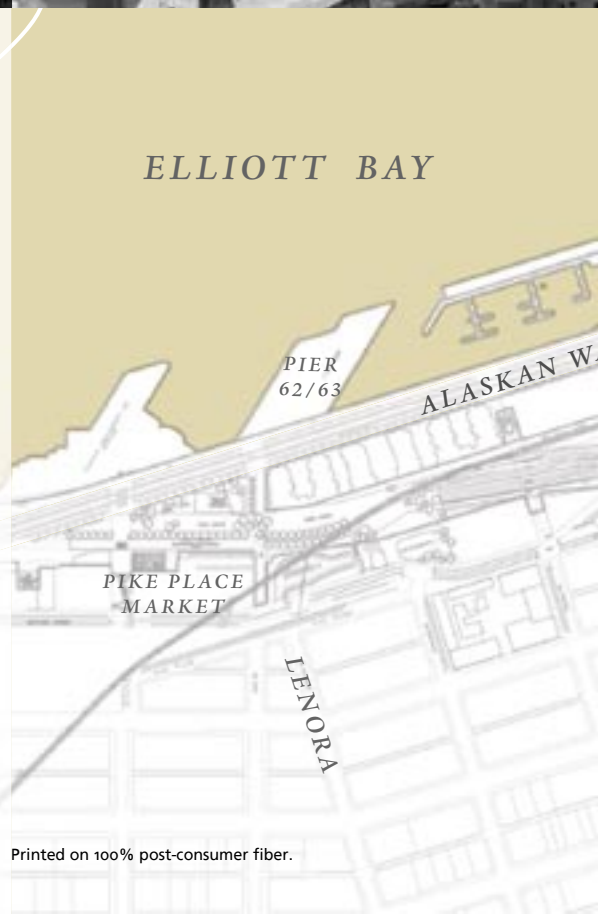
February 18, 2005

The central segment of the waterfront from Yesler to Lenora.

Participants:

Seattle Design Commission
Core DPD/SDOT Staff Team:
John Rahaim, Guillermo Romano,
Robert Scully, Ann Sutphin
Steve Pearce, Bob Chandler
and Layne Cubell
DPD staff: Tom Iurino
Special Guests:
Deputy Mayor Tim Ceis
Tim King, WSF
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and Jeffrey Bailey, LMN/WSF

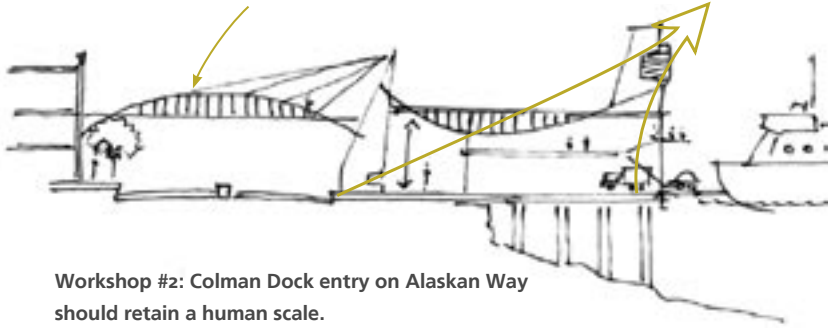
ELLIOTT BAY



The Alaskan Way Viaduct project is part of the Mayor's *Center City Strategy*:
Creating a more Livable, Walkable, 24/7 Downtown.

Printed on 100% post-consumer fiber.

Design slender, elegant overpasses on Alaskan Way



Workshop #2: Colman Dock entry on Alaskan Way should retain a human scale.

Design Commission Workshop # 3

April 29, 2005

*The Park Lid over SR99 and the
new Central Civic Space
(Union to Pine, Waterfront to Pike
Place Market)*

Participants:

Seattle Design Commission

Core DPD/SDOT/Parks Staff Team:

John Rahaim, Guillermo Romano,

Robert Scully, Layne Cubell,

Steve Pearce, Bob Chandler,

Kevin Stoops, and David Graves.

DPD Staff:

Tom Iurino, and Gary Johnson

Special Guests:

Deputy Mayor Tim Ceis

Stefani Lakey and Gerald Hansmire, MAKERS

Eric Peiffer and Kristy Laing, AWW Team

Jim McDonald, Seattle OACA

John Braden, Aquarium

Charlie Heffernan, Seattle FFD

Catherine Stanford, Pike Place Market